

Title 428 — BOARD OF PUBLIC ROADS CLASSIFICATIONS AND STANDARDS

Chapter 1 — Procedures for Classifications (Continued)

002 SPECIFIC CRITERIA FOR THE FUNCTIONAL CLASSIFICATION OF MUNICIPAL STREETS. Municipal streets shall consist of all public streets within the limits of any incorporated municipality. It is recommended the municipalities be divided into three population groups to facilitate the comparison process which inevitably must take place between cities and villages of similar sizes. These streets shall be divided into six functional classifications groups. Each incorporated municipality with a population over five thousand shall approximate the guideline mileage percentages established in Table 2.

002.01 POPULATION GROUP I - OVER FIFTY THOUSAND (URBANIZED AREAS)

002.01A INTERSTATE - shall consist of the federally-designated National System of Interstate and Defense Highways.

002.01B EXPRESSWAY - which shall consist of two categories: Extension of rural expressways within some urban areas and some additional routes which serve very high volumes of local traffic.

SPECIFIC CRITERIA

1. Provide connecting link for rural expressways which intercept the incorporated municipalities.
2. Provide routes for major traffic generators within the city.
3. Expressway system one in which ultimately should be developed to multi-lane divided highway standards.
4. Provide an integrated network without stub connections.

002.01C MAJOR ARTERIAL - shall consist of extensions of rural major arterials which provide continuous service through municipalities for long distance rural travel. They are the arterial streets used to transport products into and out of municipalities.

SPECIFIC CRITERIA

1. Connecting link for rural major arterials.
2. Serve the major activity centers of the urban area not served by the higher systems.
3. Serve the highest traffic volume corridors not served by the higher systems.

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4. Service to abutting land should not be a primary functional responsibility of this class of street.
5. Serve the longest trip desires not served by the higher systems.
6. Should (in conjunction with the higher systems) carry a high proportion of the total urban area travel on a minimum of mileage.
7. System should be integrated both internally and between major rural connections.
8. Spacing (in conjunction with the higher systems) may vary from less than one mile in Central Business District to five miles in urban fringe.

002.01D OTHER ARTERIAL - which shall consist of two categories: municipal extensions of rural other arterials, and arterial movements peculiar to a municipality's own complex, that is streets which interconnect major areas of activity within a municipality, such as shopping centers, the Central Business District, manufacturing centers, and industrial parks.

SPECIFIC CRITERIA

1. Provide connecting link for rural other arterials.
2. Intra-community connections of areas of activities in municipalities not connected by a higher order system, such as shopping centers, central business district, manufacturing and industrial areas.
3. Interconnect with and augment the urban major arterial system. This need not form an integrated system in all cases.
4. Spacing may vary from one-eighth to one-half mile in the Central Business District to two to three miles in the suburban fringe, but should normally be not more than one mile in fully developed areas.

002.01E COLLECTOR - shall consist of a group of streets which collect traffic from residential streets and move it to smaller commercial centers or to higher arterial systems.

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SPECIFIC CRITERIA

1. Collect traffic from local streets in neighborhood and channels it to the arterial system.
2. Provide land access service within residential neighborhoods, commercial areas and industrial areas.
3. Spacing should be at intervals consistent with population density.

002.01F LOCAL - shall consist of the balance of streets in each municipality, principally residential access service streets and local business streets. They are characterized by very short trip lengths, almost exclusively limited to vehicles desiring to go to or from adjacent property.

002.02 POPULATION GROUP II - FIVE THOUSAND TO FORTY-NINE THOUSAND (SMALL URBAN AREAS)

002.02A INTERSTATE - None

002.02B EXPRESSWAY - Due to present design plans, most cities in this population group will be by-passed with expressways or arterials outside the corporate limits.

002.02C MAJOR ARTERIAL - OTHER ARTERIAL - COLLECTOR - LOCAL - Same specific criteria as for those in Population Group I.

002.03 POPULATION GROUP III - ONE TO FIVE THOUSAND (VILLAGES AND SECOND CLASS CITIES). In the National Highway Functional Classification Study the mileage in cities of less than five thousand population was classified as rural. The specific criteria for small urban areas is generally applicable to these smaller cities and villages. The basic difference is that, by nature of their size, small municipalities will not generate internal travel warranting a network of arterial service.

002.03A INTERSTATE - None

002.03B EXPRESSWAY - None

002.03C MAJOR ARTERIAL - Extension of all major rural arterials into and through these municipalities which are on the State Highway System including stubs and spurs to towns above one hundred population.

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002.03D OTHER ARTERIAL - Municipal extension of high volume rural collectors on county system.

002.03E COLLECTOR - Municipal extension of low volume collectors on county system.

002.03F LOCAL - All streets not on one of the higher systems.

TABLE 2	
PROPOSED ALLOWABLE MILEAGE FUNCTIONAL CLASSIFICATION GROUPS	
Municipal Systems (Population 5000 and over)	Percent of Mileage in each city
Interstate, Expressway and Major Arterial Systems	5 - 10
Total of Interstate, Expressway, Major Arterial & Other Arterial Systems	15 - 25
Collector Streets	5 - 10
Local Streets	65 - 80